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No. 17,237. 號七十三百二千七萬一第 日三初月七年丑癸 HONGKONG, MONDAY, AUGUST 4th, 1913. 一拜禮 號四月八年二國民華中 PRICE, \$3 PER MONTH.

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Hongkong, 24th April, 1913. [609]

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Consultation Free.
Hongkong, 21st March, 1913. [480]

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5.00 " 6.00 " " 10 " "
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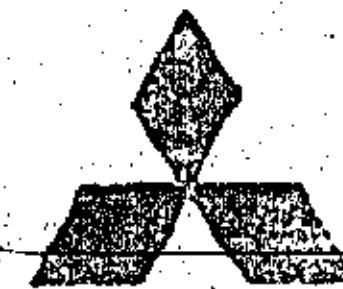
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Hongkong, 28th May, 1913. [720]

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[926]



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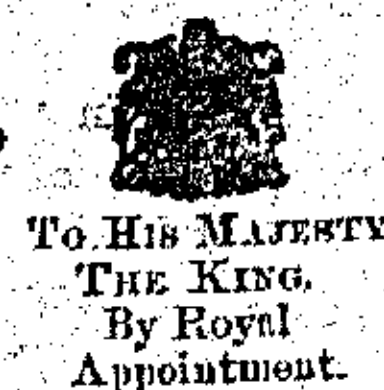
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GUIDES and CHAUFFERS PROVIDED.
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1st January, 1913. [742]

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Hongkong, 15th April, 1913. [584]

INTIMATIONS



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Invaluable for Cold in the head, Influenza,
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Gives immediate relief, and is a sure
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An ANTISEPTIC for cuts and sores.

In Tins 50 Cents and 25 Cents.

**A. S. WATSON & CO.,
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THE HONGKONG DISPENSARY.

[22]

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On communications relating to the
news column should be addressed to THE
EDITOR.

Correspondents must forward their
names and addresses with communications
addressed to the Editor, not for
publication but as evidence of good faith.
All letters for publication should be
written on one side of paper only.

No anonymously signed communications
that have already appeared in
other papers will be inserted.

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ACKNOWLEDGMENT.

Mrs. H. HAYNES and Family beg to
thank their sincere thanks for the
kind sympathy shown them in their
recent bereavement, also for the many
flowers received. 1917

HONGKONG OFFICE: 104, DES VŒUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 4th, 1913.

If the second revolution in China accom-
plishes no other purpose than to clear the
air it will be productive of some good.
When the events of the past few weeks are
reviewed, it will be seen that the differences
between the North and the South, which
became accentuated rather than obliterated
by the compromise which ended the first
revolution, have been responsible for the
present outbreak. At the time when the
movement which led to the overthrow of the
Manchu Dynasty was commenced no one
knew what form of government was to
take its place, but the republican sentiment,
which was strongest in the South,
permeated the movement, with the result
that the most democratic form of govern-
ment with which the world is so far familiar
was selected. The marvel then was, and
still is, that the army which supported
YUAN SHUN-KAI approved such an experi-
ment, and agreed to the arrangement made
at that time. Whether they agreed to the
compromise out of loyalty to YUAN SHUN-
KAI or out of a desire to restore peace to
the troubled land is not very apparent, but
however conciliatory their attitude may
have been in the early days of 1912, recent
events show that the peace then established
was not the blessing it was assumed to be.

In other words, the conflict so arrested was
a misfortune rather than a blessing to
China. This may seem a callous and brutal
assertion, but its truth cannot be gainsaid
when the facts are considered. The revolu-
tion started, roughly speaking, south of the
Yangtze. It was supported whole-
heartedly by the Southern Provinces in
particular, though that area did not repre-
sent the limits in which the movement was
popular, and by a happy and most fortuitous
circumstance Peking declared at a later
stage against the Manchus. The good
fortune which attended the revolutionaries
prevented a clash of arms with the
loyalist troops, the trained men who
now support YUAN SHUN-KAI. Had
the two forces met, in full force, in the
shock of battle at that time they
might possibly have had a greater respect
for each other to-day. As it is, the men of
the South do not seem to be able to free
themselves from the suspicion that their
Northern brethren are not "good Republi-
cans," and do not attach the same
importance to Parliamentary Government
as they themselves do. This may be true,
but, of course, it does not follow that
though they may not be so enthusiastically
Republican as the men of the South they are
any the less good patriots. Loyalty to YUAN
SHUN-KAI and adherence to the present
administration, in spite of its defects, is a
virtue which entitles them to respect. It may
not represent the highest form of intelligent
citizenship; yet it may indicate a greater
appreciation of the needs of the country
than the attempt to introduce representative
government among a people unprepared
for it. At any rate, the Northern view-
point is certainly very different from
that of the Southern, and the trial of
strength between the North and South,
postponed in 1911, could not be delayed
much longer. Whatever causes may be
assigned to the revolt which originated in
Kiu-ching and rapidly spread over some half
a dozen provinces, there is no doubt that
these feelings of jealousy, distrust and
perhaps contempt indicated as existing
between the two great divisions created the
antagonism which found expression in
rebellion. The dash of the South, an excel-
lent fighting quality has been met, however,
by the qualities best calculated to success-
fully resist it. The stolid stubborn warriors
of the North, with a training lacking in their
foes, have proved themselves superior on
the field of battle, and the outcome, dis-
astrous as it has been for the South, will
probably put an end to their military
ambitions. The Southerners were spoiling
for a fight, and now they have had it. The
punishment in their case is quite poetic.
Hitherto they have declared that the
President was acting unconstitutionally,
but instead of themselves acting constitu-
tionally by impeaching him before Parlia-
ment they have acted unconstitutionally in
taking up arms, and must abide the result.
The air has been cleared, and in a chastened
spirit the men of the South may now come
to realise that however much they dislike
the strong policy of the President, it is
the one thing necessary to unite the various
elements and bring about a stable form of
government.

The French mail of the 1st July was
delivered in London on 1st August.

The name of Mr. E. M. Wood has been
added to the list of authorised architects
of the Colony.

A local society known as the Pui To
Lun Oi Wui has been exempted by the
Governor-in-Council from registration
under the Societies' Ordinance.

His Excellency the Governor has been
pleased to appoint Mr. F. Maitland to
be a Visiting Justice to the Po Leung Kuk
during the absence on leave of Mr. B. B.
Harker.

Mr. J. E. Gliddon, who has been con-
nected with the P. & O. Company in
Colombo for several years as chief assis-
tant to the agent, is under instructions to
return to London, where, it is understood,
a position of greater responsibility awaits
him.

It is notified in the Gazette that
the "St. Paul's College Chapel" of the
Anglican Communion in Hongkong,
situate in Glenside, has been added to
the list of places licensed for the
solemnization of marriages, published in
Government Notification No. 498 of the
5th August, 1902.

His Excellency the Governor has been
pleased to make the following acting
appointments to take effect from the 5th
instant inclusive—Mr. J. D. Lloyd to
act as Deputy Registrar and Appraiser,
and Accountant, Supreme Court, and Mr.
S. B. B. McElderry to act as 1st Assistant
Secretary for Chinese Affairs.

Two American-Chinese were fined \$200
each at the Magistracy on Saturday for
being in unlawful possession of ammuni-
tion and a portion of a rifle.

The Chui Kwan Lok Hing Company of
magicians gave the last of three perfor-
mances at the Theatre Royal last night,
before a fairly numerous audience. The
Company is a most entertaining one, and
certainly merited much greater support
than it was accorded.

The P. & O. str. *Oriental*, which arrived
at Shanghai a week ago from Japan,
brought on board the largest number of
Chinese passengers she has carried since
she has been in the Shanghai-Japan
run, according to the *Shanghai Mercury*,
these being 150, who are supposed to be
anxious to take part in the present trouble.
The vessel also had three boxes of treasure
to the value of \$12,000 consigned to local
banks.

COLLISION IN THE HARBOUR.

Between two and three o'clock on Sat-
urday morning the Japanese steamer *Banri-
maru*, arriving from Japan, collided with
the Indo-China steamer *Hangyang*,
which was lying at her moorings. The
Banri-maru, we understand, was trying to
avoid a junk, which, however, she capsized,
and crashed into the *Hangyang* bow on, but
having a fiddle bow she did not cut the
Hangyang below the waterline, though
considerable damage was done. The *Hang-
yang* went into dock at Kowloon, and we
understand that the cost of repair is
estimated at about \$6,000, while the ship
will probably be delayed four days. The
Banri-maru, for whom Messrs. Dodwell
and Co., Ltd., are the local agents, was on
a voyage to Sourabaya.

The crew of the capsized junk were
picked up by a boat lowered from the
Hangyang.

CONCERT AT CANTON.

On Friday night a Concert was given
by Miss Hewett and Mr. Lawrence Mott
and, despite a bad night and a sparse
audience, was a great success. Miss
Hewett has a very fine voice and provided
a very interesting programme entitled
"The trials and tribulations of a Singer."
Our Canton correspondent says:—She is a
most charming artiste and fairly
captivated the audience, and our only
hope here is that we may be privileged to
hear her again in the winter season, per-
haps, when she will be assured of a house
that will in numbers represent her ability.
Her singing of "The Rosary" and of
selections from Liszt and Verdi showed
us what a fine artiste she is and made
us sorry that we could only have the plea-
sure of her company for so short a time.

C.P.R. RAILWAY TO SPEND
\$200,000,000.

Sir Thomas Shaughnessy, President of
the Canadian Pacific Railway, announces
that during the coming year the road will
spend \$200,000,000 on extensions of its
terminals, steamship services, and hotels.
These extensions have been rendered
necessary by the increasing demands made
on the Company's services, and afford
good proof of the faith in the future of
Canada.

ANNUAL MEETING OF THE
BRITISH EMPIRE CLUB.

Lord Blyth presided at the annual
meeting of the British Empire Club on
9th July, when among those present
were: Sir Felix Schuster, Sir J. West
Ridgway, Sir John Cockburn, Sir John
Goldney, Mr. C. H. Ommamby, Mr. W.
Herbert Daw and Mr. C. Freeman Mur-
ray (Secretary).

In moving the adoption of the Annual
Report, Lord Blyth was glad to say the
membership had now reached nearly 1,000.
Reciprocal arrangements had been entered
into with some of the leading clubs in
the Dominions, which had already result-
ed in numerous visitors to the United
Kingdom becoming temporary honorary
members of the Club.

As stated in the Report, the Committee
of Management arranged with the Sec-
retary to visit Canada during the Spring
with the view of making the Club known
in important cities in the Dominion, and
this visit had resulted in the enrolment of
over one hundred Dominion members. It
was hoped that the Secretary would be
able to pay further visits to Canada and
also to the other Colonies and Depend-
encies.

The adoption of the Report was second-
ed by Sir John Goldney.
In supporting its adoption, Sir Felix
Schuster said he thought the shareholders
were to be congratulated on the success
of the Club, which, without doubt, was
doing excellent work in binding the vari-
ous parts of the Empire together.

There are those who insist that it is im-
possible for Anglo-Saxon races to settle
and multiply within a belt twenty degrees
north and twenty degrees south of the
Equator. Thus far a contemporary
points out it has certainly not been done
successfully anywhere else in the world.
The most successful colonists in the
tropics have been the Spanish, but they
have done it by mixing freely with the
natives they found there, thus evolving
practically a new race, which would prob-
ably not be allowed to enter Australia on
the ground that it was not pure white.
Doctors who have lived in North Queens-
land are most dubious about any perma-
nent colonisation being possible by whites.
The first generation does well; it is the
second and the third, and fourth, if there
is a fourth, which fails.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKANS.

SMOOTHING DIFFERENCES.

Reuter's correspondent at Bukharest
states that private consultations daily
between the delegates of the several coun-
tries precede the official conferences, and
these have tended hitherto to smooth the
differences.

ALBANIAN GENDARMERY
OFFICERS.

The Conference of Ambassadors has
decided to ask Holland to supply officers
for the Albanian Gendarmery, as Sweden
is unable to furnish them and had
pointed out that many of her officers are
engaged in Persia.

DEMANDS OF THE ALLIES.

Reuter's correspondent at Bukharest
states that the Allies have presented their
demands to the Bulgarians. These com-
prise a new frontier starting with a
bisection of the River Struma, the old
Turco-Bulgarian frontier, and reaching to
the Aegean Sea a few kilometres to the
west of Dedeaqatch; a renunciation of
Bulgaria's claims to the Aegean Islands;
and scholastic and ecclesiastical freedom
to the Greeks in Thrace.

The agreement between Bulgaria and
Roumania appears to be complete. The
new frontier will be practically from
Turtukai to Balcchik, but with an exten-
sion of about 10 kilometres in each
direction in favour of Roumania. Bul-
garia undertakes to erect no fortifications
within certain distances of the new
frontier.

GREEKS' VICTORIOUS RECORD.

A Salonika dispatch states that the
result of the hostilities between Bulgaria
and Greece, which have lasted for months,
is that the Greek Army has advanced
nearly 200 miles, continuously fighting
and storming with the bayonet steep hills,
0,000ft. in height, which were considered
to be impregnable. The Greeks have
fought 22 successful actions, occupied 20
important towns, made 10,000 prisoners,
captured 120 guns, and inflicted 30,000
casualties on the Bulgarians.

INDUSTRIAL AGREEMENTS.

REPORT OF THE INDUSTRIAL COUNCIL.

LONDON, August 2nd.
The Industrial Council, which was pre-
sided over by Sir G. Askwith, has issued
its report on industrial agreements. It
disapproves of compulsory arbitration,
but says Conciliation Boards, or Joint
Committees, should possess the means of
arriving at finality. Moreover, before
recourse to a strike or lock-out there
ought to be a pronouncement on the dis-
pute by an independent body or an
impartial individual. The Report dis-
approves of the infliction of monetary
penalties for breaches of agreement.

THE SAN FRANCISCO
EXHIBITION.

BRITISH REFUSAL TO PARTICIPATE DENOUNCED.

WASHINGTON, August 2nd.

Reuter's correspondent states that Mr.
Bryan has intimated that there will be
further negotiations with the object of
pressing Great Britain and Germany to
participate in the San Francisco Exhi-
bition.

The American Press is attacking Great
Britain for not participating, and
assumes her refusal is due to the Panama
Canal tolls controversy.

The *New York Times* says it is a dis-
play of childish resentment.

Mr. Hearst's papers denounce Great
Britain's "sordid meanness."

It is stated by the Board of Trade that
the non-participation is entirely due to
the impossibility of inducing a sufficient
number of manufacturers to incur the
expense of preparing exhibits, as British
trade is relatively small in San Francisco.

BERLIN, August 2nd.

No definite decision has been reached
regarding Germany's participating in the
San Francisco Exhibition, but it is
practically certain that she will refuse,
as German industry is little disposed to
any international exhibitions, and has
been, from the first, averse to the San
Francisco project.

[THROUGH REUTER'S AGENCY.]

DUTCH POLITICS.

THE HAGUE, August 2nd.

Myunheer Bos has asked to be relieved
from the task of forming a Ministry
owing to the refusal of the Socialists to
collaborate.

LATER.

The Socialists are re-considering the
question of joining a Liberal Cabinet.

Meanwhile the Queen has entrusted Coun-
cillor Cort van der Linden with the
formation of an Extra Parliamentary
Cabinet, and Counsellor Linden is con-
sidering his decision.

BRITISH NAVAL MANOEUVRES.

LONDON, August 3rd.

The British Naval Manoeuvres have
now concluded.

HOLIDAY RUSH IN ENGLAND.

LONDON, August 2nd.

The holiday rush has begun, and bril-
liant sunshine prevails.

DEATH OF A CRIMEAN NURSE.

LONDON, August 2nd.

The death is announced of Lady Alicia
Blackwood, one of Miss Florence Night-
ingale's nurses in the Crimean war.

CASTRO IN VENEZUELA.

WASHINGTON, August 2nd.

The news is confirmed that Ex-President
Castro has landed at Coro.

The cruiser *Desmoules* has been ordered
to proceed to Venezuela.

ENGLISH COUNTY CRICKET.

LONDON, August 3rd.

Yorkshire beat Hampshire at Harro-
gate by 182 runs.

Kent beat Essex at Leyton by 60 runs.

The match between Somerset and
Sussex, played at Somerset, was drawn.

MILE SWIMMING CHAMPIONSHIP.

WON BY ENGLISH SWIMMER.

LONDON, August 3rd.

In a swimming race held at Bury be-
tween professionals for the championship
of the world over a mile, and for a stake
of £50 sterling aside, Billington of Great
Britain beat Dickman of Australia easily,
his time being 24min. 11.1-5secs.

£500,000 VERDICT FOR LADY
SACKVILLE.

SIR JOHN SCOTT'S WILL.

Ten minutes after the judge finished his
summing up in this sensational case the
jury returned a verdict in favour of Lord
and Lady Sackville. Thus terminated
after eight days' hearing the celebrated
litigation over the will of Sir John
Murray Scott, which disposed of an estate
in England, Ireland, and France, worth
£1,180,000.

The special jury found that there had
been no undue influence exercised by Lord
and Lady Sackville over Sir John Scott
and no fraud on the part of Lady Sack-
ville, this verdict negating the attempt
of the Scott family to invalidate the be-
quest to the Sackvilles.

The result confirms Lady Sackville in
the possession of the beautiful art objects
and historic articles, plate, furniture, and
pictures, of the estimated value of
£330,000 to £400,000, which Sir John
Scott had chiefly in his two Paris resi-
dences, and also £150,000 in cash. This
£500,000, or nothing, was the vital issue
of the case for Lady Sackville.

The outcome is a great addition to the
already magnificent treasures of Knole,
the historic Kentish seat of the Sackville
family, and one of the greatest mansions
in England.

The heavy costs of the case as between
Lady Sackville and the Scott family fall
upon the latter.

It was in a court densely crowded for
the long seven hours' sitting that the
leading counsel delivered their final
addresses to the jury—Sir E. Carson for
Lady Sackville and Mr. E. Smith for
the Scott family. They were speeches of
the highest quality. Sir Edward spoke
for an hour and a half; Mr. Smith for
three hours. The very clear summing-up
of the President, Sir Samuel Evans, oc-
cupied exactly two hours. The jury
required just a sufficient number of
minutes to write their answers to the
three special questions left for their con-
sideration.

Lady Sackville was not present on the
final day. Her daughter, Miss Sackville-
West, was in attendance all day; and
Lord Sackville had his usual seat at the
solicitors' table. The Duchess of Well-
ington was among the many ladies in the
judge's gallery.

A case of this arduous nature, requiring
involved vast expense. Fees of counsel, of
whom nine were briefed, are understood
to have amounted to £10,000.

The counsel in the case were: For the
executors of the will, Mr. Barnard, K.C.,
and Mr. Wilcock; for the Scott family,
Mr. E. E. Smith, K.C., Mr. Hemmings,
K.C., the Hon. Victor Russell, and Mr.
Bonsor; for Lord and Lady Sackville, Sir
Edward Carson, K.C., Mr. Norman
Craig, K.C., and Mr. Bayford.

NOTES FROM PEKING.

[FROM OUR OWN CORRESPONDENT.]

PEKING, July 23rd.
THE REBELLION.

Outwardly Peking is calm. True, there
are large and constant movements of
troops by rail, but so far as the city and
the Legations are concerned there is no
apparent excitement. The Legations
regard the outbreak as awkward, but the
general impression seems to be that the
more numerous and better trained troops
of the North, provided there are no great
defections—a contingency which is never
far remote in China—should have little
difficulty in overcoming the South.

So far as news of the fighting is con-
cerned, the outside world probably knows
as much as does Peking. The mass of
reports which reach the Capital from
various sources is bewildering. Palpably
most of it is untrue, and it is extremely
difficult to separate fact from fiction.

The news published in English is exclu-
sively pro-Government and is entirely
misleading. According to this source the
operations of Government troops repre-
sent a series of triumphs, and one would
imagine that the movements of rebel
troops consisted of nothing more or less
than exposing themselves to the successful
attacks of the Northern troops. Whether
it will be claimed for them that they are
as irresistible as Gordon's "Ever Victori-
ous Army" remains to be seen, but it may
be taken for granted that the honours of
war are not all on one side at present.

That Sun Yat-sen would be forced to
declare himself was only to be expected.
At first he showed an inclination to "lie
low," and wait developments, but the
Chinese Press was too insistent, and so
he has been compelled to issue the mani-
festo in which he blatantly calls upon
President Yuan to retire and thereby
avert war and save the country. There is
not much sympathy in the capital with
the rebellion, but those of the Kuom-
tang favourable to a change of adminis-
tration believe that the South must have
known its strength and was sanguine of
success before the standard of revolt was
raised. This, of course, time will prove.

However, it has to be borne in mind
that the moderate section of the Kuom-
tang, which is by no means inconsider-
able, views the outbreak with disapproval.
They apparently relied on the Chinese
capacity for compromise, and were in
hopes that some working arrangement
with the Government would ultimately be
reached. The rebellion now makes it
more difficult to make a satisfactory ad-
justment, though it is just possible that
when peace is restored the Government
may find it expedient to adopt more con-
ciliatory methods than they have hitherto
followed.

The President's latest mandate is a
very interesting document. With charac-
teristic Chinese modesty he blames himself
for the trouble, but explains how he has
been handicapped in the work of re-
organising the country by having to
accept men whom the Cabinet approved,
instead of men of his own selection. The
former he describes as "secondary" men,
and states that he had to make them feel
"good," and treat them like children,
because "if they were reproved they
resigned. He complains, too, of having to
accept "heroes" of the revolution for
certain positions, "rascals and highway-
men" who had to be rewarded for
"meritorious services." After reviewing

all the difficulties with which he has had
to contend, he declares his determination
to suppress the rebellion and restore
order, so that in a little time he may
retire to some quiet valley and from there
watch the progress and development of
his country.

Considerable resentment is felt here
against the Japanese, who are alleged to
have substantially assisted the Southern
troops with arms and ammunition. This
is a matter for diplomatic inquiry, and
it is unwise to say anything on the subject
until the results of that inquiry are
known. It is reported that as many as
forty Japanese volunteers have enlisted
with Southern troops.

THE DRAFTING OF THE CONSTITUTION.

The drafting of the constitution, which
was delegated to a Committee represent-
ing both Houses, has not commenced yet.
At a sitting of the Committee on the 21st
inst. there was a scene over the discussion
as to where the sessions should be held; and
though a resolution was carried in favour
of one place, it was agreed to make
another investigation for a suitable
locality. This shows how time is frittered
away, but what else can be expected of a
body of men whose first proceeding was to
pass a resolution that the paper, pens,
ink, etc., which they used while engaged
in drafting the Constitution should be
preserved as historic heirlooms which
would be treasured by succeeding genera-
tions.

Sir Francis Piggott is still in Peking,
engaged, it is said, on some unofficial
employment.

A telegram since sent by our correspon-
dent reported that Sir Francis Piggott was
proceeding to Shanghai to advise the Govern-
ment regarding war claims.—Ed.]

RANDOM REFLECTIONS.

Poor Hongkong! The decline and fall of the port from its pinnacle of greatness has been prophesied many times, but every year sees the prophets confounded by figures indicating ever-increasing prosperity. The race of false prophets survives, however. I notice that the Commissioner of Foreign Trade attached to the San Francisco Chamber of Commerce has been expressing the opinion that "Manila may become in the near future a close competitor of Hongkong as a banking centre in the Far East, and Canton may become Hongkong's rival as a seaport. If this becomes an accomplished fact," he says, "Manila will gain greatly in banking importance at the expense of Hongkong. Manila is taking some trade from Hongkong, and promises to draw heavily on the trade of that port." There is great virtue in an *if*. The Commissioner of Foreign Trade of the San Francisco Chamber of Commerce lives till he sees Manila become a "close competitor" of Hongkong, he himself is likely to live to an age which will give him time to rank as a close competitor of Methuselah.

The following paragraph from the *N.C. Daily News* of July 26th will be read with amusement in Hongkong and Canton:

Prior to the outbreak of hostilities at Shanghai the name of Mr. Tsen Chun-shan, ex-Viceroy of Canton and Szechuen, was prominently mentioned in connection with the revolt, and at a meeting in the City he was elected to the position of Generalissimo. We are now informed and asked to state that in spite of the rebel action, Mr. Tsen has taken no part in the rising. For some days past he has been in the hands of his physician, and did not leave Shanghai, as reported.

Mr. Tsen Chun-shan—or Mr. Shum, as we call him in these parts—very soon took himself out of the hands of his physician after that paragraph was published, for he left Shanghai the same day and has been taking a very active part in the rising since his arrival in Canton, as the news from that storm centre has made abundantly evident.

Dr. Sun Yat-sen seems to be lying low and saying nuffin. It was reported in the Colony on Friday that he was a passenger on the *P. & O. Asio* from Shanghai. A police detective was among the first to board the steamer on its arrival in port, and I suspect his business was to remind Sun of that banishment order I mentioned last week, and to intimate the probable consequences of disobeying the order. But Sun could not be found. He is now said to have left Shanghai by a German steamer calling at Foochow, with the intention of doing a little political business in the province of Fokien, and his arrival here is therefore indefinitely postponed.

How many thousands of refugees have arrived in Hongkong from the city of Canton and its vicinity during the past week cannot be definitely stated. On the occasion of the last revolution the number of refugees in the Colony was estimated at about 50,000. On this occasion the number must be even greater, for every steamer and every train arriving from Canton has been packed with humanity. Both the steamers and the trains at Canton are being crowded hours before their departure, and every steamer and every train leaves crowds of people on the wharf or station platform grievously disappointed at being crowded out.

This great influx of people into a Colony already overcrowded is bound to tell its sad tale in the weekly bill of health. Fortunately, we have pretty nearly reached the end of the plague season, which happily has been a comparatively light one for the Colony, though the epidemic seems to have been severe in Canton. Last year we had a larger total of plague cases in the Colony—1,847—than for very many years, and this was officially explained to be due to the fact that Hongkong had become converted into a huge refuge camp, in consequence of the anti-Manchu revolt—the excessive overcrowding naturally leading to a marked increase in the amount of waste food, and consequently a considerable augmentation of the rat population. If therefore, we should happily keep the plague roll fairly low this year, the fact that Hongkong has again become a huge refuge camp makes it probable that we shall have a bad plague season next year unless the Sanitary Authorities are able to keep down the increase in the rat population which experience teaches us to expect as the consequence of the overcrowding of the city.

We are all familiar with the adage that "it's an ill wind which blows nobody good." This is the landlord's harvest time, and one hears on every hand lamentations over rents being again increased by Chinese landlords. Many of the poorer class of Europeans are among the victims of this rapacity. Rents were put up at the time of the last Revolution, and have not since been reduced; they are now being raised again, and the lot of the tenant is far from being a happy one.

RODERICK RANDOM.

THE CIVIL WAR IN KWANGTUNG.

FIGHTING ON THE FATSHAN LINE.

CANTON, August 1st.

This morning news has come to Canton of fighting on the Canton-Fatshan Railway Line near Sainam. The first report that arrived was to the effect that Suihing had been sacked by pirates, but later news arrived that it was General Lung on his way to Canton who had met the Cantonese troops and had an engagement. Now it seems pretty certain that this news is true and that there has been an engagement between Lung and the Canton troops. During the last few days there has been a lot of uncertainty as to the loyalty of General Lung and his Kwangsi troops to Yuan Shih-kai. Some of the officials in the City have time and again assured us that Lung was going to join the rebel forces and that he would proceed North with his troops at the expense of the Government here. There has evidently been an offer to Lung and he has evidently refused it after consideration. But this new state of affairs makes it pretty certain that we are going to have trouble in Canton. Lung is in possession of the only troops who are a known factor and who can be relied on to any great extent.

Yesterday was pay day with the troops here, and it is said that Chan Kwing-ming gave the troops a feast. This may mean many things; but it probably means that he provided extra food and drink so that they might have a sort of celebration. Certain it is that food in large quantities was being carried through the streets to the encampments of the soldiers for a long time yesterday evening and that large quantities of samshui followed. The soldiers are being paid in silver, and not in Canton notes as reported in some of the local papers here.

The Shamen Defence Corps have not been on duty, as is supposed in some quarters in Hongkong, and life on the concession is just as safe as ever it was. Every day people come from Hongkong with rumours that we are in a state of siege and such like. These rumours have no foundation.

SUI HING SACKED BY PIRATES.

CANTON, August 2nd.

The latest news to hand is that it was not General Lung or Wong Wu Shun that sacked Sui Hing and was marching on towards Canton yesterday, but an independent band of pirates who took advantage of the opportunity and used Lung's banners to frighten the people and prevent any real resistance being made. Sui Hing is completely cleared out and the pirates have carried off everything movable. Women and children, it is stated, have also been carried off in numbers. This is a danger which was foreseen when a large number of troops would have left Canton, but it was not expected that the pirates would be so smart about it as they have been. They must have been waiting for this opportunity, and they must have had the situation pretty well sized up and their preparations well laid, for until they were right at the spot there was not a word of trouble in this direction. Several Chinese gunboats have gone up river at intervals yesterday afternoon and to-day, but since the news of the sinking of a vessel laden with troops yesterday there has been no news of any engagement. Troops are being hurried up the Fatshan line from Shui Tung to the scene of the trouble.

CANTON APPREHENSIVE.

Apart from this there is nothing fresh in the situation and no more news of the new notorious or famous General Lung. Every hour sees more goods coming on to Shamen, and it is a mystery where they are all being stored. A continual stream of coolies is to be seen crossing the British and French bridges carrying boxes of all kinds, curios, vases, silk, etc., often in cases which the owners have not had time to close up properly. From this and from the number of people who are crowding off to Hongkong it is only too evident that the Chinese are very seriously afraid and realise that it is better to clear out at once. A well-educated Chinese told me this morning that there is no question of there being no fighting at Canton now; he says that everyone is convinced that it will come, and that very soon. At 12 o'clock the *Kinshan*, which is the evening steamer to Hongkong to-night, was fairly full up with first and second class Chinese passengers, and there looked to be as many more wishing to follow.

SHAMEN UNARMED.

Shamen and the streets in the City are equally quiet, and it is difficult to realise when walking along that a crisis is imminent. Soldiers are to be met with quite often moving from one point to another, and the police soldiers are picketed at various points of vantage throughout the City. The defences on Shamen have been repaired and everything is in readiness for trouble, but there is no sign of defence or anything apart

from this. The sailors and Defence Corps are ready for duty, but, so far, there has not been necessity to call anyone out, and foreigners here are having many a good laugh at the alarmist stories that come from time to time from Hongkong, where the average person seems to think that we eat and sleep armed to the teeth.

[FROM ANOTHER CORRESPONDENT.]

REBEL REINFORCEMENTS FOR SUIHING.

August 2nd.

It transpires that the army in possession of the Cities of Sainam and Sui Hing is an army of armed robbers and Lung Chai Kwong's soldiers respectively. Several small battles are said to have been fought between the rebel and the loyal forces in the latter place, but, so far, nothing like reliable information has come to hand, for the telegraph installations in the district have been destroyed.

At about 3 o'clock this afternoon over 1,000 soldiers with many field-guns were making ready to embark on houseboats that have been specially hired for transporting soldiers. It was being said that these soldiers were proceeding to reinforce the rebel forces now in Sainam and Sui Hing, which seems to lend colour to the reported defeat of the mutineers.

Reports have also been circulated of similar attacks on the Cities of Sainam and Ghow Tong.

It looks as though there is some likelihood of these well-armed robbers coming to Canton, for to-day a greatly increased number of soldiers are to be seen guarding the City at important points.

FIRST DIVISION PROCEEDING NORTH.

Yesterday, the first division of the "Yuan-Punishing Army" (consisting of several companies of engineers and infantry) set out for Yingtak by train. At Yingtak they embark for Shui Kwan, from which place they will proceed to Kwangsi.

SHUM AND THE STATE OF TRADE.

On the 30th ultimo, Shum Chun Huen invited the leading members of the Chamber of Commerce to confer with him on the present position of trade. The outcome of this meeting was a circular issued by these members in the name of the Chamber of Commerce and the Charitable Institutions. It states that they are perfectly satisfied with the explanations (which, however, are not mentioned in the circular) given them by Shum and Tuih Chan that Canton will not be the scene of any fighting, as it has been arranged that Canton shall not be included in the war boundary. The circular requests all merchants to continue to trade peacefully, and positively assures them that the political question will be agreeably settled in the end without any warlike actions.

NOTE ISSUE—CONTEMPLATED.

It is reported that it is the intention of the Kwangtung Government to contract a loan of \$10,000,000 either from the Mitsui Bussan Kaisha or the Hongkong and Shanghai Banking Corporation, for the purpose of re-establishing the Bureau for Exchanging Government Notes. The security will take the form of all the Government properties in Kwangtung, which are estimated to be worth \$24,000,000.

PROVINCIAL ASSEMBLY AND PATRIOTIC CONTRIBUTIONS.

A meeting was held on the 30th ultimo, at which Mr. Tse Kay Yuen presided, and 111 members were present.

The Chairman stated that the Special Committee of Investigation had submitted a report on the procedure to be followed in handling the matter of repaying the loans contracted for carrying out the late Revolution, upon which he invited discussion.

The report reads:— "From investigations, it has been found that the sum of \$1,400,000 odd expended during the engagements that took place in the year Sun Hoi (1911) was raised by the then Organising Bureau in South China, on the understanding that it was to be used for satisfying military expenses and that it was to be repaid as soon as the Revolution was made a success. Now the Republic has been established two years, and it is only right that the agree-

ment should be fulfilled. The Revolution was an affair in which the whole country, and not the Province of Kwangtung alone, was concerned; therefore, any loans contracted for carrying it out should be the liability of the whole country—the burden cannot be put on Kwangtung alone. This being the case, the responsibility should fall on the Central Government. Upon the day of relinquishing his duties, ex-Tuih Wu drew the sum of \$500,000 odd from the Commissioner of Finance to repay a part of these loans, but whether or no he had been authorised so to do by the Central Government it is difficult to say. But as this sum has been handed out, it certainly ought to be treated by the treasury as an item of public expenditure, which the Central Government is required to reimburse later on. The balance of \$800,000 odd, owing to the financial deficits, cannot for the time being be paid over. Under these circumstances, it should be left to the discretion of the local authorities to adopt whatever methods may be desirable to repay this amount. The intention to repay these loans has been announced by the Kwangtung Government, but the procedure followed in this instance shall not apply to any other loans that have not yet been publicly announced by the Government."

Mr. Yu Chok Bun moved that the phrase, "local authorities to adopt whatever methods, etc.," be amended to read: "the local authorities to adopt, after close scrutiny, whatever methods."

Mr. Wong Hung Gam moved that the sentence "which the Central Government shall reimburse later on" be amended to read: "for the reimbursement of which the local authorities shall apply to the Central Government."

Both motions were seconded and carried, and the report, as amended, on being put to the vote was unanimously adopted.

THE EXODUS FROM CANTON.

Officers on the river steamers which arrived in port on Saturday night or yesterday agreed that all is quiet in Canton. As one man put it, "Things are running with the same smoothness as they are in the city of London," but there is that feeling of impending trouble which disturbs all classes of the community. Junks filled with soldiers are being towed up the river and down the river, there is a martial appearance about the city, and the general feeling is that the storm may break at any moment. All the past week the steamers running to Hongkong and Macao have been crowded with refugees. Among the arrivals yesterday in Hongkong were a number of women and children from the Shamen and several Sisters from the French Mission. About a thousand people from the French Mission are likely to come down to-day. Large quantities of valuable stock from the native city have been stored in the godowns on the Shamen, all of which are filled. The settlement is surrounded by sandbag forts, and the European Customs officers have taken up a temporary residence there. The forts of Canton are well manned, and the Cantonese troops are generally described as looking young, smart and business-like. They are also said to be in good spirits, and apparently anxious to come to close quarters with General Lung's men. None of the river steamer officers could form any idea of their strength, but, judging by the appearance of the soldiers they saw, they formed the opinion that if it comes to a fight the Cantonese will not yield without a valiant struggle. The *Kinshan* brought over 2,000 refugees to the Colony, and the smaller river steamers had a full complement of passengers. Many of these were Chinese women, and they were exhibiting such a display of jewellery that on some steamers it was found necessary to advise them to conceal it so that stray pirates who might be among the passengers would not be tempted.

BOMBARDMENT OF THE WOOSUNG FORTS.

The forts at Woosung are still in possession of the rebels. On Saturday the warships subjected the forts to bombardment at long range, to which there was a vigorous reply from the forts, but a Chinese Press message says "No damage was done by either side."

SHELLS IN THE SHANGHAI SETTLEMENT.

OFFICIAL PROTEST TO GOVERNMENT LEADERS.

The following communication was handed over to Admiral Li by the Netherlands Vice-Consul and the Interpreter on board the Chinese cruiser *Haihu* at 5 p.m. on the 24th inst.:

"The Dean on behalf of the Consular Body desires to call your attention to the fact that, during the action on the nights of the 22nd and 23rd instant, many shells from the guns of the Northern Forces fell within the Foreign Settlements causing considerable damage to life and property foreign and Chinese. They insist on due precautions being taken to prevent a recurrence of this danger to the Foreign Settlements."

To the Senior Naval Officer commanding the Chinese Fleet in Shanghai and Commander-in-Chief of the Kiangnan Arsenal.

The following reply was received:

"We have the honour to acknowledge the receipt of your despatch and in reply to say that in the press of our duties we have not before been able to express our regret for the alarm, and we understand some damage, which has resulted to the Foreign Settlements from our defence of the Arsenal."

"We beg to express that regret now and to assure you that every effort will be made to prevent the repetition of such damage and danger."

"We have the honour to be, Sir, Yours faithfully,"

(Sd.) VICE-ADMIRAL TSENG JU CHENG, VICE-ADMIRAL I. S. LEE, Commander-in-Chief R.C.N.

To His Excellency the Consul-General of Holland and Senior Consul at Shanghai.

FURTHER ACTION DISCUSSED.

The *N.C. Daily News* of July 30th says:

"In consequence of the number of shells that flew over the Settlement on Monday night a strong protest was sent by the Consular body to the Government Admirals at the Arsenal yesterday morning. We understand that in their reply the Admirals, while regretting the occurrence, expressed their absolute conviction that none of the shells which passed over the Settlement could have come from the guns of their men."

"Apart from the Consular protest, a meeting of the naval commanders in Port was held yesterday to discuss the question of warning the belligerents on both sides that, if the Settlement were again endangered as on Monday night, the International forces would be compelled to take what action they thought fit to preserve public safety. The result of the discussion has not yet come to light."

UNPLEASANT EVENT IN CHAPEL.

CAPT. BARRETT FIRED ON.

A STRONG DEMONSTRATION.

We take the following from the *N.C. Daily News* of July 30th:

"There can be no two opinions with regard to the attitude taken up by some of the Chinese in regard to the controlling of the territory by the Municipality of the Settlement. Immediately upon the withdrawal of the volunteer forces in the early hours of yesterday morning, the Police, who had hitherto remained quiet, adopted an aggressive attitude. Sgt. Steel and a company of Indian police attempted to take up the duties of the volunteers. But as they arrived at the boundaries of Chapei they were met by an overwhelming body of police from the northern district and in the circumstances had no option but to retire to Settlement limits."

A little later Capt. Barrett in the ordinary execution of his duty visited the North Honan Road Extension police station. A very threatening crowd was assembled, and while he was there a rifle was levelled at him, but it was knocked down by one of the crowd. Capt. Barrett then left the station, and as he was going away someone in the crowd behind opened fire at the motor car. The matter was reported to headquarters, and, with the consent of the Japanese Admiral, a detachment of 120 British bluejackets, half the Light Horse, and two guns of the Artillery visited the district to overawe the malcontents. It is understood that Japanese sailors are to be sent into the district this morning."

It is worth mention that a foreigner on a tour of inspection of the district yesterday was held up three times between the headquarters of the police and the station on the North Honan Road Extension, and twice rifles were levelled at him between this point and the Guild Hall where the rebels were disarmed on Sunday morning."

VOLUNTEER MOVEMENTS.

At 5.30 a.m. yesterday "A" Company S.V.C., who had reinforced the handful of Chinese volunteers, left the Chapei headquarters together with the Chinese detachment and were dismissed temporarily by Major Pilcher. At the same time the Portuguese Company and the Japanese Company, S.V.C., moved away from the North Honan Road Police Station and the Guild Hall respectively. Thus Chapei was left to the Chinese, with the exception that Inspector Young of the Municipal Police remained behind in charge of two other local officers."

At lunch time yesterday practically the whole of the various units of the volunteers were summoned to their respective mobilization quarters. From 2 p.m. the Artillery remained at the gunshed with four guns in readiness and the police held in. The Maxims gathered at the S.V.C. headquarters in Hankow Road and they were joined by the members of the German Company. At 5 p.m. the Light Horse rode into the Artillery quarters and soon afterwards the Reserve Company in considerable numbers filed into the same compound. After being lined up the latter were dismissed with strict instructions to remain within the compound. Meanwhile the Chinese units moved off, headed by the Light Horse and

the Artillery. Their destination was Chapei and the object of so large a force was to conduct a thorough tour of the northern district. It was not anticipated that any unit of the volunteers would be required for duty in Chapei, but it was considered not unlikely that the Artillery would be detailed for duty on the Markham Road bridge, the line of demarcation between Chapei and the Settlement."

WEAPONS REMOVED.

In about half an hour the Reserves again fell in and followed in the wake of the regular volunteers to Chapei. As was anticipated, the volunteer forces were out simply to make a demonstration, and their action was successful in so far as the various units dispersed crowds, and at the close were in possession of arms and equipment held previously by many of the Chapei police. The first contingent of the Maxims stood by the junction of Range and North Honan Roads and the Light Horse and Artillery were the advance guards."

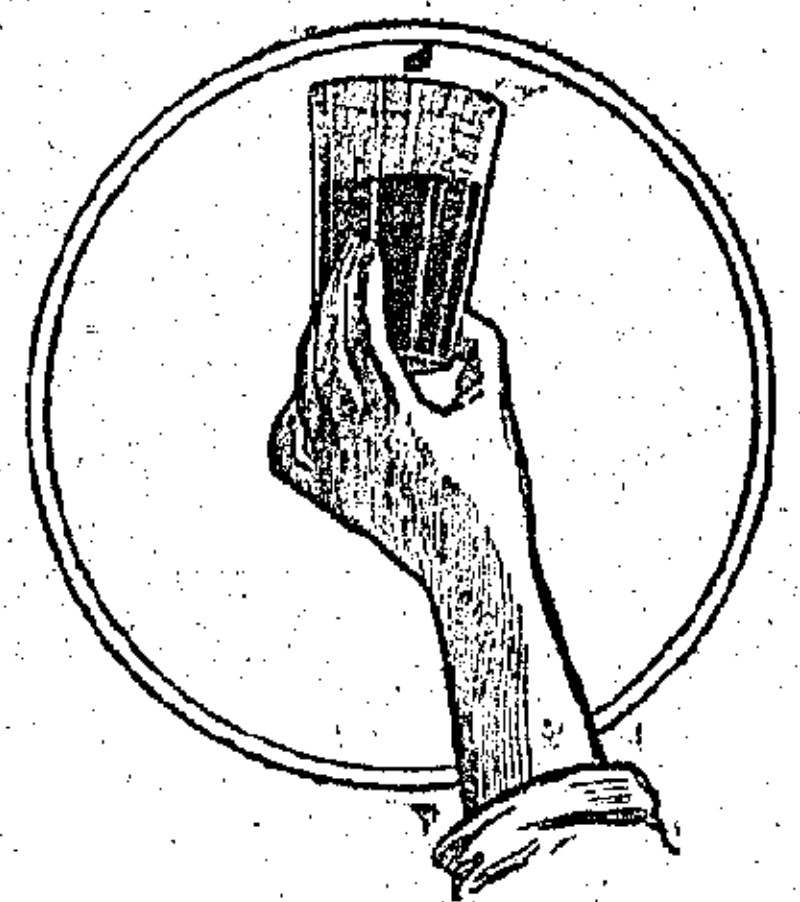
The various units removed a quantity of bayonets, guns and ammunition to the extent of more than 500 rounds. The police of the district were left in charge of their arms, and it was only those who showed an aggressive spirit that were deprived of their ammunition."

At 10 p.m. everything was quiet in Chapei and the various volunteer units were dismissed with instructions to stand by at their homes."

Eighteen or twenty cyclists of the Shanghai Boy Scouts were smartly mobilized at 4 p.m. and were attached to the volunteers operating in the Chapei district, and rendered good service in keeping touch with the various detachments that were scouring the neighbourhood."

INTIMATIONS

THE BEST THE BREWER'S BREW



GUINNESS'S "WHEEL" BRAND STOUT.

SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON,

14, QUEEN'S ROAD CENTRAL.

HOWARD WATCHES.

THE AMERICAN WATCH

OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED AT THE FACTORY.

WRITE OR SEND FOR CATALOGUE

to

THE SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS:

S. J. BETINES & CO.,

TIENTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD.,

SHANGHAI.



NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed **DAILY PRESS**, only, special business matter **THE MANAGER**.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 32. Telephone No. 12.
Telegraphic Address: "DAILY PRESS."
Cables: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE

NOTICE IS HEREBY GIVEN that the Interest and Responsibility of the late **JOHN HUGHES LEWIS** in the firm of **DOUGLAS LAFRANK & COMPANY** ceased as from the 28th of October, 1912, and as from that date the undersigned, **HENRY PERCY WHITE**, became, and now is, the sole person carrying on business under the said firm name of **DOUGLAS LAFRANK & COMPANY**.
Hongkong, 4th August, 1913. [932]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

WE, THE GREEN ISLAND CEMENT COMPANY, LIMITED, OF HONGKONG, HEREBY GIVE NOTICE that in consequence of having purchased the s.s. "CONSUELO," we have applied to the Board of Trade, Under Section 27 of the Merchant Shipping Act, 1894, in respect of the ship "CONSUELO" of HONGKONG, Official Number 74381, of Gross Tonnage 1,117 tons, Register Tonnage 1,193.87 tons, heretofore owned by E. S. DANIELS of MANILA, for permission to change her name to "CHINGCHOW" and to have her registered in the new name at the Port of HONGKONG as owned by THE GREEN ISLAND CEMENT COMPANY, LIMITED.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 2nd day of August, 1913. [939]

WANTED.

POSITION by GERMAN with seven years' experience in Hongkong and Canton. Piece Goods and Sundries preferred. Please apply to—

P. G. S. Office.
Hongkong, 4th August, 1913. [940]

TATSUUMA KISEN GOHSHI KAISHA.

(Tatsuma Line of Steamers.)

FOR YOKKAICHI AND KOBE.

THE Steamship

"HAKUSHIKA MARU," 4,544 tons, Capt. S. Suda, will be despatched for the above Ports on or about 5th August.

For Freight, apply to—
OSAKA SHOSSEN KAISHA,
Agents.
Hongkong, 4th August, 1913. [941]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA," Captain E. P. Martin, R.N., carrying His Majesty's Mails, will be despatched from this port for **BOMBAY**, on the 16th August, 1913. Noon. Taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MONGOLIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay in the s.s. "ARABIA," due in London on the 18th September, 1913.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 4th August, 1913. [1]

FROM EUROPE.

THE H.A.F. Steamship

"BELGRAVIA," Capt. G. Smith, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the warehouses and/or extra-lazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Hongkong and/or Kowloon whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-Day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 4th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex.s.s. "Kong Sigard" from Fohsanstrand.
Ex.s.s. "Bruna" from L. rannen.
Ex.s.s. "Juri" from Abus.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 2nd August, 1913. [942]

INTIMATIONS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

MONDAY, 4th August, 1913, being a BANK HOLIDAY, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS.

By Order, **A. R. LOWE,** Secretary.
Hongkong, 1st August, 1913. [933]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

MONDAY, 4th August, 1913, being a BANK HOLIDAY, all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS.

By Order, **A. R. LOWE,** Secretary.
Hongkong, 1st August, 1913. [934]

KOWLOON-CANTON RAILWAY.

(BRITISH SECTION).

NOTICE.

NOTICE IS HEREBY GIVEN that an ADDITIONAL TRAIN will leave Kowloon for SHUNGH SHUI (Cape Horn Line) at 8.35 a.m. on MONDAY, 4th August, 1913, calling at TAIPO at 9.00 a.m. and arriving SHUNGH SHUI at 9.12 a.m.

By Order, **H. P. WINSLOW,** Manager.
Hongkong, 31st July, 1913. [928]

IN THE MATTER OF THE COMPANIES ORDINANCE No. 1 of 1865,

AND

IN THE MATTER OF GEO. FENWICK & CO., LTD. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN in pursuance of Section 176 of the Companies Ordinance, No. 1 of 1865, that the SECOND ANNUAL GENERAL MEETING of Members of the above-named Company will be held at the Office of the Liquidators, No. 5, Queen's Road Central, Hongkong, at 12 o'clock Noon, on WEDNESDAY, the 6th day of August, 1913, for the purposes provided for in the said Section.

PERCY SMITH, SETH & FLEMING,
Liquidators.
Hongkong, 29th July, 1913. [917]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 33 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Rattenjee & Son, where we are displaying an entirely new. Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY. VASTLY of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Choice and Elegant Patterns.

Pieces Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.

D. CHELLARAM,
Hongkong, 26th July, 1913. [907]

FOR SALE.

A GOOD RETAIL BUSINESS IN HONGKONG. Owner retiring. Easy terms of purchase. Apply in writing to—

GOLDING & RUSS,
Solely by,
6, Des Vaux Road.
Hongkong, 29th July, 1913. [916]

PUBLIC COMPANIES

WATKINS, LIMITED

(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a FIRST AND FINAL DIVIDEND of Return of Capital of \$4.25 per Share was Declared at a Meeting of Shareholders held on 31st July, 1913, and will be paid on application at the Offices of Messrs. Lowe, Bingham & Matthews, New Government Buildings, Hongkong.

E. A. M. WILLIAMS,
Liquidator.
Hongkong, 1st August, 1913. [935]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND of ONE DOLLAR per Share for the Six Months ending 30th June, will be PAYABLE on TUESDAY, 5th August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd July to the 5th August, 1913, both days inclusive.

By Order of the Board of Directors, **W. E. CLARKE,** Secretary.
Hongkong, 22nd July, 1913. [860]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 16th day of August, 1913, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1913.

The REGISTER of SHARES of the Corporation will be CLOSED on MONDAY, the 4th August, to SATURDAY, the 16th August, 1913 (both days inclusive), during which period no transfer of Shares can be registered.

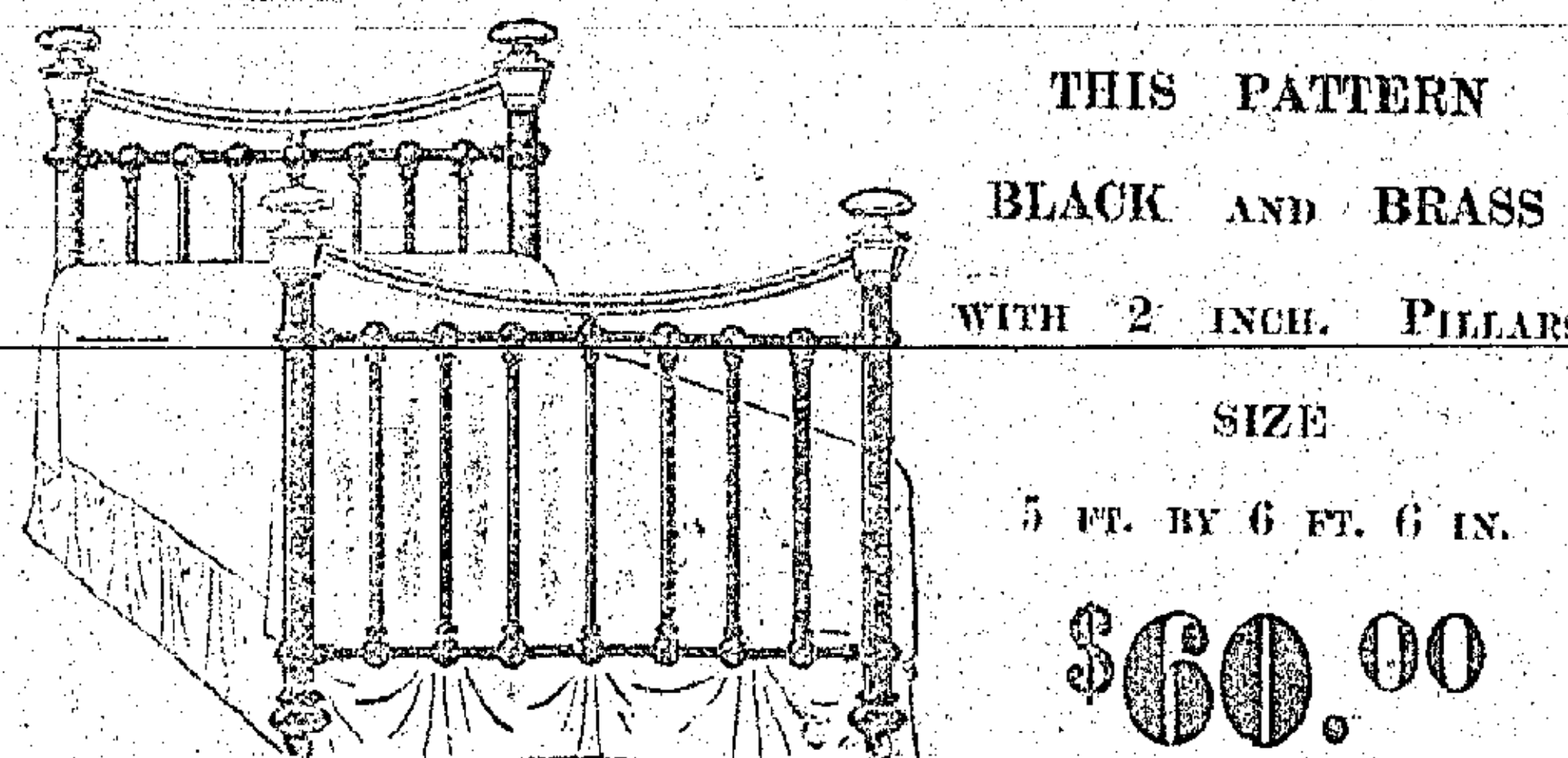
By Order of the Court of Directors, **N. J. STABB,** Chief Manager.
Hongkong, 31st July, 1913. [925]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

FRENCH BEDSTEADS.



THIS PATTERN

BLACK AND BRASS

WITH 2 INCH. PILLARS

SIZE

5 FT. BY 6 FT. 6 IN.

\$60.00

AND THIS DESIGN

WHITE AND BRASS

WITH 1 1/2 INCH PILLARS

SAME SIZE

\$50.00

LANE, CRAWFORD & CO.

PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—

WING ON CO.

SINCERE CO.

KWONG HIP SHING.

KWONG WAH.

KWONG FOOK CHEONG.

AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES:

PAT-A-CAKE.

SHORTCAKE.

TEDDY BEAR.

Other well-known Biscuits such as Marie, Petit Beurre, Milk, Nice, Osborne, etc., are also made by us and sold at prices which compare favourably with any other Maker's.

REPRESENTATIVES FOR SOUTH CHINA:

MACEWEN, FRICKEL & Co.,

1st May, 1913 HONGKONG AND CANTON. [392-2]

SUN CO.

CHEN KWONG.

M. Y. SAN.

M. ALLISON.

SAN KWOK MAN.

AND OTHER LEADING GROCERS.

LEMON PUFF CREAM.

CLOTTED CREAM.

AH MEN,

HING CHEONG & CO.,

HIGH-CLASS

TAILORS AND OUTFITTERS.

WE HAVE ENJOYED THE PATRONAGE OF THE OFFICERS OF THE ARMY FOR OVER 20 YEARS.

ORDERS PROMPTLY ATTENDED TO AND CARRIED OUT WITH PRECISION.

No. 8, QUEEN'S ROAD CENTRAL, HONGKONG.

All Contracts entered into by us bear our Chop and the Personal Signature of either of our two Managing Partners, viz. —

TO SHEK TSUN (杜石泉), or TSE PUN SHANG (謝本生).

No Contracts will be considered as Valid as against the Firm unless Signed as above.

Hongkong, 29th July, 1913. [918]

MASSAGE.

SKILFUL, Safety in the General or Electric.

Miss MORITA, Care of NEMURA HOTEL, 15, 16 and 17, Connaught Road, Opposite Blake Pier.

Hongkong, 8th May, 1913. [552]

FOR THE SUMMER MONTHS

SPECIALITIES

CORNEO OX TONGUES.

CORNEO BEEF.

CORNEO PORK.

PRESSED BEEF.

GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE DAIRY FARM Co., LTD.

Hongkong, 31st July, 1913. [928]

NOTHING BETTER FOR THE

SEASON!

JUST RECEIVED.

STYLISH BATHING DRESSES and CAPS.

FINEST VOILES, STRIPED, FLOWERS and FANCY.

FINEST MUSLINS, PLAIN and DOTTED EMBROIDERED MATERIALS; &c., &c.

You will find Our Range Incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.,

10, D'AGUIAR STREET.

Hongkong, 26th June, 1913. [45]

GRACA & CO.

PENDER ST. (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, PICTORIAL TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

AUCTIONS

G. R.

SALE BY PUBLIC AUCTION

OF

H.M.S. "ALACRITY"

(Late Admiral's Yacht),

On TUESDAY,

the 2nd September, 1913, at 11 a.m.,

on Board,

As she lies at H.M. Naval Yard, Hongkong

and without restriction as to disposal.

PARTICULARS—

Twin-Screw Steamer

built for about 14 knots with Coal Stowage

of Approximately 400 tons; Original I.H.P.

Natural Draught 2,000. Two Sets of Compound,

2 Cylinder Engines, a Complete Set of Auxiliary

Engines and Spare Gear, Centrifugal, Evaporators

and Four Cylindrical Boilers. Fitted for

Internal Electric Lighting Throughout with

Duplicate Dynamoes. Complete with Anchors

and Chain Cable and six 6 yds. Frame-stand

Gun Mountings.

Length between Perpendiculars... 250 ft. 0 in.

Extreme Breadth... 32 ft. 6 in.

Displacement... 1,700 tons.

Further particulars and conditions of sale can

be obtained on application to the Auctioneer,

Messrs. HUGHES & HOUGH,

Hongkong.

The ship will be open to inspection from the

18th to the 29th August, inclusive, between the

hours of 10 a.m. and 4 p.m., and permits to view

her can be obtained on application to the

Commodore's Office.

R. H. ANSTRUTHER,

Commodore.

Hongkong, 28th July, 1913. [908]

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by Public Auction on Board,

On TUESDAY,

the 2nd September, 1913, at 11 a.m.,

H.M. Twin Screw Torpedo Boat Destroyers

"HANDY" and "JANUS,"

as they now lie at H.M. Dockyard, Hongkong.

To be sold separately for breaking up.

Approximate Dimensions:—

Length between Perpendiculars... 197 feet.

Beam (external)... 19 ft. 6 in.

Displacement... 256 tons.

Fitted with Two Sets of Triple Expansion

Engines, Water Tube Boilers (unfitted) and a

Large Quantity of Valuable Metal Fittings.

Can be viewed from the 18th to the 29th

August, inclusive, between the hours of 10 a.m.

and 4 p.m., permits being obtained at the

Commodore's Office.

Catalogues containing further particulars

and conditions of sale can be obtained from the

Undersigned.

HUGHES & HOUGH,

Auctioneers to the Admiralty.

Hongkong, 28th July, 1913. [909]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the

Minimum Monthly Balances at 3 1/2 per cent.

per annum.

Depositors may transfer at their option

balances of \$100 or more to the Hongkong



NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.



WHITELEYS
THE LARGEST
BRITISH STORE
IN THE WORLD

Illustrated General Catalogue
(1,250 Pages) Mailed Free

WHITELEYS
LONDON & W.
BY SPECIAL APPOINTMENT
TO H.M. THE KING.
WM. WHITELEY, LTD.



STUR'S
GENUINE CAVIARE,
ANCHOVIES IN BRINE
(Salted Sardines).

In Tins and Cans.

Sold by all High-Class Provision Dealers.

C. F. STUR & CO., HAMBURG.

Boat Export Agent:
W. LOVEGROVE, LONDON, E.C.



These tiny Capsules — superior
to Copal, Cubes, and Injections —
CURE the same dis-
eases as these drugs in
FORTY-EIGHT HOURS
without inconvenience.
Each Capsule bears the name.
Paris, 8, rue Vivienne
Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES GOUT, RHEUMATISM, GRAVEL, NEURALGIA, MIGRAINE, SCIATICA, BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE BLOOD.
THERAPION No. 2
CURES CHRONIC NEURALGIA, BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE BLOOD.
THERAPION No. 3
CURES CHRONIC NEURALGIA, BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE BLOOD.
THERAPION No. 4
CURES CHRONIC NEURALGIA, BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE BLOOD.
THERAPION No. 5
CURES CHRONIC NEURALGIA, BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE BLOOD.
THERAPION No. 6
CURES CHRONIC NEURALGIA, BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE BLOOD.
THERAPION No. 7
CURES CHRONIC NEURALGIA, BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE BLOOD.
THERAPION No. 8
CURES CHRONIC NEURALGIA, BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE BLOOD.
THERAPION No. 9
CURES CHRONIC NEURALGIA, BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE BLOOD.
THERAPION No. 10
CURES CHRONIC NEURALGIA, BRUISES, SWELLINGS, INFLAMMATIONS, AND ALL AFFECTIONS OF THE BLOOD.

ON SALE.

HONGKONG HANSARD REPORT
OF THE
LEGISLATIVE COUNCIL
for the
Session 1912.

REVISED BY THE MEMBERS.

PRICE - - - - \$5.

DAILY PRESS OFFICE.

Hongkong, 25th June, 1913.

AQUATIC SPORTS.

WATER POLO.

Two interesting and exciting matches were played in the V.R.C. bath on Saturday afternoon, and the large number of spectators in attendance must have been pleased with the fast and clever play of all the teams concerned.

The first match was between the Royal Artillery and the Cornishmen, and the combined play and clever passing throughout made the game an exceptionally good one. Shortly after the start the R.A. netted their first goal, and the D.C.L.I. made a gallant attempt to equalise. One of their men succeeded in getting past the goalkeeper, but unfortunately for his side, he was within the two-yard line. However, play continued strenuous in the vicinity of the R.A. stronghold, and the keeper was soon nonplussed by a sharp and well directed shot. Shortly afterwards the Artillery were again called upon to defend, and before the whistle sounded half-time the Cornishmen had again broken through their defence.

At the beginning of the second half the Artillery assumed the aggressive, and it was not long before they registered another goal. Then the D.C.L.I. made a brilliant rally and pressed their opponents hard. One of the forwards drove in a shot which bounced off the horizontal bar of the goal. Another followed which struck the upright, but the man who essayed the third shot succeeded in defeating the keeper, and when the whistle sounded the score was, D.C.L.I. 3 goals; Royal Artillery, 2.

The second match played was between the V.R.C. and the Royal Engineers, and the Sappers deserve to be heartily congratulated on the gallant stand they made against the team which has headed the League list for so many years. The Engineers started off with a good exhibition of combined play, and after considerable pressure and hard work they succeeded in breaking through the Club defence and scoring the first goal. A long and keen struggle followed, marked by clever play by both teams, before the V.R.C. succeeded in equalising, and when half-time was announced the score stood, one all.

Many present expected to see the Club run up its score in the final half, and were somewhat surprised when the home team succeeded in netting only one more goal. This was partly due to the splendid combination of the Sappers, but more particularly to an error of judgment on the part of the V.R.C. players, most of whom continued to feed Finch throughout the match instead of giving players of standing and skill like Ellis and Pereira a chance. Finch has proved himself an excellent swimmer, but if his polo play on Saturday may be taken as a criterion he has still a lot to learn before he can be included in a first class polo team. His shooting was extremely erratic and cost the Club a number of goals, and if either Ellis or Pereira had been given half his chances the score would have been different. To what it was at the finish, namely, V.R.C. 2 goals; Royal Engineers, 1.

SWIMMING.

The half-mile swim for the championship of the Colony has been fixed for next Saturday, August 9th, weather permitting.

The third night aquatic fête of the V.R.C. has been arranged to take place on Saturday night, August 16th. An event which promises to be one of the most interesting on the programme is the ladies' nomination race, judging from the veterans who are putting up their names as competitors. The entrants at present are:—A. E. Dunrich, F. E. Hall, F. E. Chunnnett, H. F. Bunje and Carl Bunje.

LINERS' LIFEBOATS.

SINGAPOREAN'S NOVEL BOAT DAVITS.

IDEA FAVOURED BY COMMITTEE.

The interim report of the Board of Trade Committee on Boats and Davits, which was issued a few months ago, is not without some local interest to Singaporeans. The committee was appointed in consequence of the revelations made at the *Titanic* inquiry and its functions were to ascertain the most efficient arrangements possible for the saving of life at sea. The report goes pretty fully into the question and its recommendations are summed up at the end. They include the following:—

The most satisfactory arrangement is to stow an open boat attached to each set of davits. If that does not give sufficient boats accommodation a decked boat should be stowed underneath each of a sufficient number of the open boats which are attached to davits. If this does not give sufficient accommodation the number of open boats carried may be reduced so that it may be possible to stow three deck boats under a set of davits.

Decked lifeboats may be stowed three in height, one above another, under a set of davits provided that

(a) Removable supports or other satisfactory appliances are provided to carry each boat so that its weight is not unduly supported by the boat underneath it.

WM. POWELL, LTD.

TELEPHONE 346.

HIGH-CLASS

GENTLEMEN'S OUTFITTERS

"SAXONE"

FOOTWEAR FOR GENTLEMEN

BOOTS

\$11.00

SOLE AGENTS

HONGKONG.

SHOES

\$10.00

SOLE AGENTS

HONGKONG.



(EACH PAIR GUARANTEED.)

WM. POWELL, LTD.

(b) The drift between the davits is greater than the length of the boat, or some other equally satisfactory arrangement adopted for turning out the boats rapidly.

(c) Satisfactory means are provided for launching the three boats in turn from the same set of davits.

(d) Efficient appliances for preventing the falls from becoming fouled are fitted in all cases where more than one boat is handled by one set of davits.

In foreign-going ships in which the boat accommodation is so large that it is necessary to carry boats not actually attached to davits, pontoon rafts of an approved pattern as defined in Part II. of this report should be allowed in substitution of the above-named boats not actually attached to or not under other boats actually attached to davits, provided that the total number of persons for whom accommodation is provided in this form does not exceed 25 per cent. of the total number of persons the vessel is certified to carry, or the total number of persons on board, whichever is the greater.

A local interest, says the *Strait Times*, is attached to this portion of the recommendations by the fact that the idea above expounded—i.e. boats stowed in triplicate formation—is incorporated in a device invented by Mr. George d'Almeida, the present holder of one of the oldest Portuguese families in the Colony, and Consul for Portugal. When the question of boat accommodation first arose he applied his inventive mind to the construction of a practicable form of davits which, without extravagance of space, would enable a big vessel to carry a larger number of boats than the existing forms of davits allows for. He evolved a set of davits which may be roughly described as two capital T's—that is, two standards rising from the deck and each topped with a cross beam. From and between the extremities of the cross-beams are suspended three boats on either side, six in all. The boats are nested in within another but the strain of maintenance is distributed among the tackle attached to each boat. The outer three can be lowered easily into the water one by one, each being filled by passengers as it passes the deck level if necessary, and when the outer lot are lowered the cross-beams may be swung round so as to bring the inner three boats into position for launching. Mr. d'Almeida had patented this device in London and also one of an ingenious reversible raft adapted to all conceivable requirements in rafts—last year, and a copy of the specifications and plans were sent by his London agents to the committee for consideration. It is not improbable, therefore, that the committee's recommendations may have been influenced to some extent by Mr. d'Almeida's idea. Our inventive friend has other inventions in hand at the moment, among them being a new waterproofing solution which he has already patented.

EFFECTS OF THE REBELLION ON TRADE.

The following extracts are taken from the fortnightly report of the Hongkong General Chamber of Commerce:—

Opium.—Bengal. In consequence of the political troubles in China, there has been absolutely no business and clearances are seriously affected. Quotations are unaltered but entirely nominal at \$4,125 for New and \$3,975 for 2 years Old Patna; \$3,900 for New, \$3,825 for 2 years and \$3,725 for 3 years Old Benares. *Malaya*. Above remarks apply to this description also and values are quite nominal at \$3,350 for New to 2 1/3 years, \$3,425 for 4 1/2 years and \$3,500 for oldest drug.

Cotton Yarn.—In consequence of the rebellion spreading to the South, business here has been entirely suspended and clearances have practically ceased. Quotations are:—No. 10s at \$104/180 nominal, No. 12s at \$111/131 nominal, No. 16s at \$124/141 nominal, No. 20s at \$128/152 nominal, arrivals 12,000 bales, sales nil, shipments nil, unsold stock 24,000 bales. Bargains \$0,000 bales.

Cotton Piece Goods.—During the period under review business has been at a standstill owing to the political situation, which is most unsatisfactory. Clearances of goods for Canton have ceased entirely and for other markets there is a heavy falling off.

Fancy Cotton Goods.—Since we last wrote business has been, and is, paralysed. Money is very tight and if the present political

troubles continue for any length of time a grave situation may result. It is hoped, however, that the Northern troops will speedily arrive and that order will soon be restored once more.

Woolens.—Market dead. No trade or enquiry of any kind owing to fear of hostilities in Canton and district.

Raw Cotton.—Stocks 300 bales.

Metals.—No business whatever reported.

Flour.—Market now quiet. Dealers only taking delivery for immediate wants.

Sugar.—Next to nothing doing in any class of sugar on account of the present outbreak between the "North" and "South."

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *York* left Shanghai via Foochow on the 2nd August, at 8 a.m., and may be expected here on or about the 5th August, p.m.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 1st August, 1913. [69]

S.S. "CHILI,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Ereton," "Bague" and "Sida," from Antwerp ex s.s. "Aragon," from Harro ex s.s. "Breton," and from Bordeaux ex s.s. "Verberckmoes" and "Vila de Lorion" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuable are being landed and stored at hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 8th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th inst. or they will not be recognized. All damaged packages will be examined on the 8th inst. at 10 a.m.

No Fire Insurance has been effected. S. C. de BUSSIERRE, Acting Agent.

Hongkong, 1st August, 1913. [72]

S.S. "YUNNAN,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Amoy in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuable are being landed and stored at hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after 8th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th inst. or they will not be recognized. All damaged packages will be examined on 8th inst. at 9 a.m.

No Fire Insurance has been effected. S. C. de BUSSIERRE, Acting Agent.

Hongkong, 1st August, 1913. [72]

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THE GREAT HOME ENTERTAINER

THE VICTROLA IV.

PRICE \$35.

AN IDEAL MUSICAL INSTRUMENT.

EXCLUSIVE DISTRIBUTORS:

S. MOUTRIE & CO., LTD.

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NOTICES TO CONSIGNEES.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"DEN OF RUTHVEN,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Aug. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 4th Aug. at 9.30 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 28th July, 1913. [49]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th Aug. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Aug. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th July, 1913. [922]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "EMPEROR OF ASIA."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th Aug. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th Aug. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents. MOGUL LINE.

Hongkong, 30th July, 1913. [924]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "CHIYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, 2nd inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 7th inst. at 5 p.m., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on 8th inst. at 10 a.m.

All Claims must be filed on or before 14th inst., otherwise they will not be recognized.

S. MORIMOTO, Agent.

Hongkong, 31st July, 1913. [931]

NOTICES TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship

"BRISGAVIA,"

Captain Ernst, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Aug. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 2nd Aug. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex s.s. "Bernhard" from Stettin. Ex s.s. "Suzanne et Marie" from Bordeaux. Ex s.s. "Mollia" from Sebal. Ex s.s. "Rotterdam" from Lisbon. Ex s.s. "Bygdø" from Drammen. Ex s.s. "Egdo" from Christiania. Ex s.s. "Trollberg" from Abus. Ex s.s. "Tati" from Norwidge.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 29th July, 1913. [921]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Aug.—will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Aug. at 9.30 a.m.

All Claims must reach us before the 12th Aug. or they will not be recognized.

VESSELS ON THE BERTH

COCIETA NAZIONALE DI SERVIZI MARITTIMI.

DIRECT STEAM FOR GENOVA, NAPLES, LEGHORN, BOMBAY & PORT SAID VIA SINGAPORE. (Without Transshipment.)

(Taking Cargo through rates to all MEDITERRANEAN, ADRIATIC, BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.)

THE "CAPRI"

Captain Portman, will be despatched as above on WEDNESDAY, the 6th August, at Noon. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 30th July, 1913.

THE "INDRA" LINE, LIMITED.

For BOSTON & NEW YORK. (With Liberty to call at the Malabar Coast.)

THE "INDRAGHRI"

Captain Kelway, will be despatched as above on THURSDAY, 14th August. This steamer has superior accommodation for a limited number of Saloon Passengers. For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 1st August, 1913.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Cochrane, Weihaiwei.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.

Brantley, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Pritchard, Weihaiwei.

Britomart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. W. H. Darvall, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Comdr. Hugh P. E. T. Williams, Weihaiwei.

Cherub, water tank and tug, 390 tons, 340 i.h.p., Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Hongkong.

Fame, torpedo boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut. Comdr. Wilkinson, Canton.

Flora, 4,350 tons, 9,000 f.d., 12 guns, Capt. Charles P. Corbett, M.V.O., Shanghai.

Hamphire, 10,850 tons, 21,000 f.d., 14 guns, Capt. Marcus Rowley Hill, Weihaiwei.

Kinsh, 616 tons, 1,200 i.h.p., Lieut. Comdr. H. Marryat, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. O. Pascoe, Singapore.

Minotaur, armoured cruiser (flagship) Vice Admiral T. H. Jernam, C.B., 27,000 i.h.p., Capt. E. B. Kiddle, Weihaiwei.

Monmouth, armoured cruiser, 9,800 tons, 22,000 i.h.p., Capt. B. H. P. Bartlett, M.V.O., Weihaiwei.

Moonraker, river gunboat, 180 tons, 8 guns, 800 i.h.p., Lt. Comdr. Alan Dixon, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 f.d., Capt. F. A. Powlett, Weihaiwei.

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. Malcolm Murray, I.N., Yangtze.

Ottar, torpedo boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Wilkinson, Canton.

Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Comdr. E. J. G. Mackintosh, Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. Fleetwood-Nash, West River.

Rosario, depot ship for Submarines, 980 tons, 1,400 i.h.p., Commander N. E. Aredale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. I. A. S. H. Hutton, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo boat destroyer, 305 tons, 5,000 i.h.p., Gunner W. H. Ryder, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut. Comdr. Hou. Guy Stephens, Chungking.

Thistle, gunboat, 710 tons, 900 h.p., Lt. Comdr. H. R. N. Cottrell-Dormer, Yangtze.

Uak, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, Weihaiwei.

Vingo, torpedo boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lt. Comdr. Boddam Whetham, Weihaiwei.

Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Weihaiwei.

Whiting, torpedo boat destroyer, 360 tons, 5 guns, 5,500 h.p., Lieut. Comdr. R. Neville, Weihaiwei.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. Comdr. J. C. F. Borrett, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lt. Comdr. M. B. B. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt. Comdr. Robin W. Lloyd, Yangtze.

Submarines:—

C. 36, D. J. McGillevie, Lieut. Comdr.

C. 37, J. A. Gaimies, Lieut. Comdr.

C. 38, R. K. C. Pope, Lieut. Comdr.

T.B. 635, Lieut. Comdr. Handley, Hongkong.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	TO SAIL
Kobe & Moji	Tuesday, 5th Aug., Noon.
Shanghai, Kobe & Moji	Wednesday, 6th Aug., Noon.
Shanghai, Kobe & Moji	Thursday, 7th Aug., D'light.
Tientsin	Thursday, 7th Aug., Noon.
Dalny & Chinwantao	Friday, 8th Aug., Noon.
Sandakan	Friday, 8th Aug., Noon.
Singapore, Penang & Calcutta	Friday, 8th Aug., 2 P.M.
Manila	Saturday, 9th Aug., 2 P.M.
Manila	Monday, 11th Aug., 2 P.M.

RETURN TOURS TO JAPAN. The Steamers "Kurematsu" and "Nagasaki" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lakemaru" and "Kurematsu" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified cargo is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Tientsin, Chong, Chefoo, Tain, Dalny, W'wei, T'ian-N'ghwang.

Taking Cargo on Through Bills of Lading to Kurematsu, Tain, Dalny, T'ian-N'ghwang, Utsun, Jesuikan and Lohman.

Telephone No. 215, Sub. Exch. 1.

For Freight or Passage, apply to

H. Hongkong, 1st August, 1913.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." together with the number denoting the section.

nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	G. Phillips	JARDINE, MATHESON & Co., Ltd.	To-morrow.
LONDON & ANTWERP VIA SINGAPORE, &c.	SILHA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 7th inst.
LONDON, via BRIT. PORTS OF CALL.	DELZA	Brit. str.	—	Feldmann	P. & O. S. N. Co.	On 15th inst., at Noon.
HAYRE, BREMEN & HAMBURG, &c.	BERMUDA	Ger. str.	K. W.	Christiansen	HAMBURG-AMERICA LINE	On 18th inst.
HAYRE, BREMEN & HAMBURG, &c.	SILEZIA	Ger. str.	K. W.	Christiansen	HAMBURG-AMERICA LINE	On 26th inst.
HAYRE, BREMEN & HAMBURG, &c.	SILEZIA	Ger. str.	K. W.	Christiansen	HAMBURG-AMERICA LINE	On 4th Sept.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	AMAZON	Fr. str.	K. W.	Bahlo	HAMBURG-AMERICA LINE	On 12th inst., at 1 P.M.
MARSEILLES, HAYRE & HAMBURG, &c.	PRUSSEN	Ger. str.	K. W.	T. Yamawaki	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, HAYRE & HAMBURG, &c.	HITACHI MARU	Jap. str.	K. W.	Neumann	HAMBURG-AMERICA LINE	On 13th inst., at D'light.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	SANJOSE MARU	Jap. str.	K. W.	Goto	HAMBURG-AMERICA LINE	On 22nd inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 7th inst., at 10 A.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 12th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 23rd inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 24th inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 6th inst., at 10 A.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 6th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 15th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	About 2nd Sept.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 14th inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 13th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 27th inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 30th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	To-morrow, at 1 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 7th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 16th inst., at 3 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 16th inst., at 9 A.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 16th inst., at 11 A.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 27th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	To-morrow, at 5 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	Quick despatch.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	About 6th inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 22nd inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	To-morrow, at Noon.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 14th inst., at 11 A.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	About 19th inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 24th inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 22nd inst., P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 10th inst., at D'light.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 7th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 8th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	To-day.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 6th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	About 6th inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 7th inst., at D'light.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 7th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	About 7th inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 9th inst., at M'night.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 11th inst., at 7 A.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 14th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 14th inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	About 14th inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 16th inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 31st inst., at 6 A.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 7th Sept.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	Quick despatch.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 8th inst., at 10 A.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	To-day, at 2 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 13th inst., at 2 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	To-morrow, at 11 A.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 8th inst., at 11 A.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	To-morrow, at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 6th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 9th inst., at 2 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 15th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 16th inst., at 2 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	Quick despatch.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	To-day.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 25th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 6th inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 8th inst., at 2 P.M.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 9th inst.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	End of Aug.
VICTORIA, B.C., & TACOMA VIA KEBLUNG, &c.	OSAKA SHOSHUN KAISHA	Jap. str.	K. W.	Osaka Shoshun Kaisha	HAMBURG-AMERICA LINE	On 8th inst., at Noon.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPERESS OF ASIA	13 Aug.	15 Aug.	17 Aug.	19 Aug.	21 Aug.	30 Aug.	4 Sept.	11 Sept.	—	—	MONTEAGLE	23 July.	8 Aug.	11 Aug.	13 Aug.	16 Aug.	19 Aug.
EMPERESS OF JAPAN	27 Aug.	30 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	25 Sept.	2 Oct.	18 July.	25 July.	EMPERESS OF JAPAN	30 July.	13 Aug.	14 Aug.	16 Aug.	18 Aug.	21 Aug.
			Moji								EMPERESS OF RUSSIA	13 Aug.	24 Aug.	25 Aug.	27 Aug.	29 Aug.	1 Sept.
MONTEAGLE	30 Aug.	4 Sept.	6 Sept.	7 Sept.	10 Sept.	24 Sept.	2 Oct.	9 Oct.	1 Aug.	8 Aug.							
EMPERESS OF RUSSIA	10 Sept.	12 Sept.	14 Sept.	16 Sept.	18 Sept.	27 Sept.	2 Oct.	9 Oct.	15 Aug.	22 Aug.	EMPERESS OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.	15 Sept.	18 Sept.
EMPERESS OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.	29 Aug.	5 Sept.	EMPERESS OF ASIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.	26 Sept.	29 Sept.
EMPERESS OF	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.									

THE BANK LINE. LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
 CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
 From Hongkong: 2nd August. Connecting with "MIRAMICHI" 16th August.
 From Colombo: 16th August.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if convenient. Inducement offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

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BRITISH INDIA S. N. CO., LTD.**A P C A R LINE.**

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOBE and MOJI on 16th August.
 S.S. "DILWARA," 5,328 tons, Capt. G. N. Ramagoo, R.N.R., will be despatched to KOBE & MOJI, (Yokohama if sufficient inducement offered) on 22nd August.

WESTWARD.

S.S. "ARRATOON APCAR," 4,600 tons, Capt. W. Walker, will be despatched for SINGAPORE, PENANG and CALCUTTA on 6th August.
 S.S. "JAPAN," 6,015 tons, Captain C. P. S. Soden, will be despatched as above on 9th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 2nd August, 1913.

AGENTS

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"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws	COMFORT.	FROM HONGKONG calling at SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws	SAFETY.	YOKOHAMA and HONO.
SIBERIA 18,000 tons, twin screws		LULU (the Paradise of the
NILE ... 11,000 tons	SPEED.	Pacific) through Service (via
ALSO CHINA ... 10,200 tons		Pacific) to Europe.
PERSIA ... 9,000 tons		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Buge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £24 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting
MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 P.M.
NILE	11,000	SATURDAY, 16th Aug., at 3 P.M.
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 P.M.
PERSIA	9,000	SATURDAY, 13th Sept., at Noon
KOREA	18,000	SATURDAY, 20th Sept., at 1 P.M.
SIBERIA	18,000	SATURDAY, 7th Oct., at 1 P.M.
CHINA	10,200	TUESDAY, 14th Oct., at Noon
MANCHURIA	27,000	TUESDAY, 14th Oct., at Noon

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
16th Aug. ... NILE	18th Aug.	6th Aug. ... NILE	8th Aug.
13th Sept. ... PERSIA	15th Sept.	14th Aug. ... MONGOLIA	16th Aug.
14th Oct. ... CHINA	16th Oct.	2nd Sept. ... PERSIA	4th Sept.
28th Oct. ... NILE	30th Oct.	10th Sept. ... KOREA	12th Sept.
25th Nov. ... PERSIA	27th Nov.	24th Sept. ... SIBERIA	26th Sept.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
O. H. RITTER, Acting Agent.
 Panama-Pacific International Exposition—San Francisco—1915

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MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

For STEAMER To SAIL.

SHANGHAI, KOBE AND POLYNESIAN	On 11th Aug., at 7 A.M.
YOKOHAMA	Capt. —
MARSEILLES VIA PORTS	On 12th Aug., at 1 P.M.
AMAZONE	Capt. Girard.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interceptors meet passengers on their arrival in Marseilles.

For further particulars apply to

S. C. DE BUSSIERRE, ACTING AGENT,

QUEEN'S BUILDING.

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HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
MONDAY, 4th August, 1913.	
8 a.m. "HEUNGSHAN"	8 a.m. "FATSHAN"
9 p.m. "HONAM"	Noon "KINSHAN"
10 p.m. "FATSHAN"	5 p.m. "HEUNGSHAN"
TUESDAY, 5th August, 1913.	
8 a.m. "KINSHAN"	8 a.m. "HONAM"
9 p.m. "HEUNGSHAN"	Noon "FATSHAN"
10 p.m. "HONAM"	5 p.m. "KINSHAN"

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776 Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
 HONGKONG TO MACAO.
 Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
 SUNDAYS at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
 MACAO TO HONGKONG.
 Week days at 7.30 a.m. and 2 p.m. SUNDAYS at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 10th August, 1913.

The Company's Steamship
 "SUI AN"
 Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
 N.B. The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 538 tons, and S.S. "NANNING," 569 tons.
 One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
 Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions (First Floor), opposite the Blake Pier.

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AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
 MONTHLY FAST SERVICE TO TRIESTE (VENICE).
 VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
 S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th August, at 4 p.m. Superior accommodation for 1st, and 2nd Class passengers, no porter, no tips, no inside Cabins. Doctor Stewardesses, Laundry, Wireless Telegraphy.
 FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
 MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
 S.S. "VORWAERTS," 12,900 tons, will leave as above about 2nd Sept. These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surplus. Doctor, Stewardesses, Wireless Telegraphy.
 RAILWAY FARES: Trieste-London.
 BY SIMPLON EXPRESS:
 Via Venice, Milan, Simplon, Lucerne, Zurich, Berlin or Cologne, Class I £23.15, II £16.10.
 BY ST. GOTTHARD EXPRESS:
 Via Venice, Milan, St. Gotthard, Lucerne, Bern, Lausanne, Basel or Cologne, Class I £23.15, II £16.10.
 BY SEMMERING EXPRESS:
 Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.11, II £13.9.
 BY RAILWAY EXPRESS:
 Via Munich, Cologne, Hook or Flushing, Class I £21.15, II £13.9.
 TO SHANGHAI.
 S.S. "AFRICA," 8,840 tons, will leave as above on 31st August, at 6 a.m.
 FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
 TO KOBE VIA SHANGHAI, YOKOHAMA.
 S.S. "VORWAERTS," 12,900 tons, will leave as above about 6th August.
 Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WILBER & Co., Agents,
 Hongkong, 2nd August, 1913
 Princes' Building.

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SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"YEDDO"	7,200	On 7th Sept.

For Freight and further Particulars, apply to

ARTHUR NILSSON & CO.,
 YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
 TRANS-CONTINENTAL
WESTERN PACIFIC

DENVER AND RIO GRANDE.
 New Triple Screw Turbine Flyers—21 Knots Speed.
 S.S. TENYO MARU ... 22,000 tons.
 S.S. CHIYO MARU ... 22,000 tons.
 S.S. SHIYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
 S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE).

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra. Daily tank bathing, cricket, baseball games and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.
 The T.K.K. Lines connect at San Francisco with the greatest trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
 Through Tourist Sleepers.
 Dining Cars—Observation Cars.
 Electric Lights—Electric Fans, Union Depot.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
 Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
 GENERAL ORIENTAL AGENT,
 75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. [57]

PENINSULAR & ORIENTAL**STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DELTA	August 16	MONGOLIA	Sept. 14 SATURDAY	Sept. 20 FRIDAY
ARCADIA	August 30	MACEDONIA	Sept. 27 SATURDAY	Oct. 3 FRIDAY
DEVANHA	Sept. 13	MALWA	Oct. 11 SATURDAY	Oct. 17 FRIDAY
ASSAYE	Sept. 27	MOOLTAN	Oct. 25 SATURDAY	Oct. 31 FRIDAY
CHINA	Oct. 11	MOREA	Nov. 8 SATURDAY	Nov. 14 FRIDAY
DELTA	Oct. 25	MARMORA	Nov. 22 SATURDAY	Nov. 28 FRIDAY
INDIA	Nov. 8	MOLDAVIA	Dec. 6 SATURDAY	Dec. 12 FRIDAY

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

1st SALOON £110 SINGLE, £105.14 RETURN.
 2nd SALOON £48.8
 IN ADDITION TO THE ABOVE MAIL STEAMERS
 INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
 CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
 PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 4
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NORE	October 1	Nov. 5	Nov. 16
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 3	Dec. 11
SUMATRA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE, LONDON.
 1st SALOON £55.0 SINGLE, £52.10 RETURN.
 2nd SALOON £38.10
 All Passenger tickets are fitted with the Marconi System of Wireless Telegraphy.
 For further Particulars, apply to—

E. A. HEWETT,
 SUPERINTENDENT

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS AND DISPLACEMENT TONS SAILING DATES

MARSEILLES, LONDON and HITACHI MARU {WED'DAY, 13th Aug., at 4 P.M.

ANTWERP, via SINGA. Capt. Yamawaki, 13,000

PORE, PENANG, COLOMBO, MIYAZAKI MARU {WED'DAY, 27th Aug., at Daylight.

SUEZ and PORT SAID Capt. Soyeda, 16,000

VICTORIA, B.C., and SHIDZUOKA MARU {TUESDAY, 12th Aug., at 4 P.M.

SEATTLE via KEELUNG, SHANGHAI, MOI, KOBE, TAMBA MARU {TUESDAY, 26th Aug., at 4 P.M.

YOKKAICHI, SHIMIDZU, Capt. Tanaka, 12,500

and YOKOHAMA NIKKO MARU {WED'DAY, 27th Aug., at Noon.

SYDNEY and MELBOURNE, Capt. M. Yagi, 9,600

via MANILA, THURSDAY ISLAND, TOWNSVILLE, KUMANO MARU {WED'DAY, 24th Sept., at Noon.

and BRISBANE Capt. M. Winkler, 8,300

CALCUTTA via SINGAPORE, PENANG & RANGOON KANAGAWA MARU {SATURDAY, 9th August.

Capt. Machida, 12,500

BOMBAY via SINGAPORE, PENANG & RANGOON PENANG MARU {MONDAY, 4th August.

Capt. Noma, 12,000

Kobe and YOKOHAMA IYO MARU {THURSDAY, 14th Aug., at 11 A.M.

Capt. Hirao, 12,500

SHANGHAI, KOBE and YOKO. COLOMBO MARU {MONDAY, 4th August.

HAMA Capt. Kawashima, 6,000

NAGASAKI, KOBE & YOKOHAMA WAKASA MARU {SATURDAY, 9th August.

Capt. Nisaka, 12,500

SHANGHAI, MOJI and KOBE SHIYO MARU {SUNDAY, 4th August.

Capt. Ohkama, 12,500

Fitted with New System of Wireless Telegraphy. 2 Cargo only.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

YOKOHAMA KOBE MOJI NAGASAKI Return Return Return Return

1st Class ... \$135 \$122 \$108 \$95

2nd " ... \$81 \$75 \$65 \$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER

Telephone Nos. 292 and 1241.

[11-12-13]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES...	SIMLA Capt. G. Phillips	About 7th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NYANZA AND YOKOHAMA	ARCADIA Capt. S. Barham	About 14th Aug.	Freight and Passage.
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R.	Noon, 16th Aug.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th August, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU AND ILOILO	"TEAN"	On 5th Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 7th Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 9th Aug., 4 P.M.
WEIHAIWEI & TIENTSIN	"LUCHOW"	On 10th Aug., 4 P.M.
SHANGHAI	"LUCHOW"	On 14th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly,
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINHA," "TAMING" and "TEAN." Excellent Saloon accommodation. Airships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$35.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 4th August, 1913.

TELEPHONE 36.

AGENTS

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HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

Taking Cargo at Through Rates to all European, North Continental and British Ports, also fastest, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:	
S.S. SCANDIA	14th Aug.
S.S. SENEGAMBIA	26th Aug.
S.S. UCKERMARK	28th Aug.
S.S. LIBERIA	11th Sept.
S.S. ARABIA	23rd Sept.

HOMEWARD.

For MARSEILLES, HAVRE & HAMBURG:	
S.S. PREUSSEN	12th Aug.
For HAVRE, DUNKERK, ROTTERDAM & HAMBURG:	
S.S. BERMUDA	18th Aug.
For MARSEILLES & HAMBURG:	
S.S. SAXONIA	22nd Aug.
For HAVRE, BREMEN & HAMBURG:	
S.S. SILESIA	26th Aug.
For VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.):	
S.S. UCKERMARK	27th Aug.
For HAVRE, BREMEN & HAMBURG:	
S.S. SUEVIA	4th Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd August, 1913.

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 5th Aug., at 11 A.M.
"HAITAN"	Capt. J. S. Bonch	FRIDAY, 8th Aug., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Months of JULY and AUGUST FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 1st August, 1913.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	4th August	On 16th Aug., 11 A.M.
ALDENHAM	30th August	On 19th Sept., 11 A.M.
ST. ALBANS	20th September	On 31st Oct., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 13 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONO- LULU on THURSDAY, the 7th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,200	TUESDAY, 5th Aug., at 5 P.M.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

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King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.
FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU"	K. Hori	SATURDAY, 23rd Aug., at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM,
PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"LUZON MARU"	H. Yamamoto	TUESDAY, 26th Aug., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya	

FOR MOJI, KOBE AND YOKKAICHI.

"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.
"INDO MARU"	K. Komiya	SATURDAY, 20th Sept., P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 21st Oct., P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 13th Aug., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SHOSHU MARU"	T. Fuchigami	MONDAY, 4th Aug., at 2 P.M.
"DAIJI MARU"	S. Tokushige	SUNDAY, 10th Aug., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	FRIDAY, 8th Aug., at 10 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	MONDAY, 4th Aug.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central). For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor, No. 1, Queen's Building

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 6th Aug., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 15th Aug., 4 P.M.

Electric Light, Fans in every Cabin. Competent Stewardess Carried. For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers. Hongkong, 2nd August, 1913. PHILIPPINES S.S. Co. 130

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 31' 6"
Pumps. Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." 449

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	SHANGHAI	First half of August	JAVA	First half of August
TJIKINI	JAVA	First half of August	SHANGHAI	First half of August
TJIMANOEK	JAPAN	First half of August	JAVA	First half of August
TJITAROEM	JAVA	Second half of August	—	—
TJIPANAS	SHANGHAI	Second half of August	JAVA	Second half of August
TJILIWONG	JAVA	Second half of August	SHANGHAI	First half of September
TJILATJAP	JAVA	First half of September	JAPAN	First half of September

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 1st August, 1913.

Telephone No. 375.

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NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK"	1,700	Wed., 6th Aug., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW"	16,900	About Wed., 6th Aug.

MANILA, YAP, MARONN, NEW- GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	Saturday, 9th Aug., at 9 A.M.
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KOBE	"PRINZ WALDEMAR"	6,000	About Tuesday, 19th Aug.
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JESSELTON, KUDAT and SANDAKAN	"BOERNEO"	5,000	About End of August
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All the Steamers of the European Line are fitted with Wireless Telegraphic

New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD.

MEYER & Co.,

GENERAL AGENTS HONGKONG AND CHINA

Hongkong, 25th July, 1913.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East:— 16, DES VOGES ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

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